

STAMFORD PARKING GARAGE — TRANSIT ORIENTED DEVELOPMENT

January 2013 Project Factsheet

<http://www.ct.gov/dot/cwp/view.asp?a=2288&q=512286>



Stamford Parking Garage Solutions: - Responses to Stakeholder Emails



Program Summary

PROJECT SCOPE

Garage Improvements include:

- ▶ 2004 Garage to Remain in Service
- ▶ Demolish Original Garage
- ▶ Provide Temporary Parking
- ▶ Design and construct a Replacement Garage with 1000 or more parking spaces (273 above current parking spaces)
- ▶ Install new parking and revenue collection system at 2004 Garage and Replacement Garage
- ▶ Install a new pedestrian bridge
- ▶ Improve Station Place for motorists, cyclists and pedestrians
- ▶ Complete Replacement Garage in 3 years

PROJECT SCHEDULE

- ▶ Garage Anticipated in Service: 2016

The Department of Transportation is committed to asking for input on the Stamford Transit Oriented Development project from commuters and all stakeholders of the Stamford Station. The DOT has invited commuters to send emails to advise the Department on the Project. The public has responded to that invitation with opinions, concerns and recommendations regarding the replacement of the original parking garage at the Stamford Transportation Center.

Many emails have included more than one issue or opinion. So we have organized the issues in the emails and developed information to respond to each issue. We encourage each email correspondent to view the website for responses to their concerns.

Project Summary

The Stamford Station Parking Garage was built in two sections. The smaller portion, termed the Original Garage, was built in the 1980's and has 727 spaces. The 2004 addition that has 1190 spaces is in excellent condition. The Original Garage requires expensive maintenance and needs to be replaced in the near future.

The Department determined that a new garage was more cost effective than renovating the existing structure. However, the cost is well beyond expected parking revenues. The Department has budgeted \$35 million to replace the garage. But these limited funds are insufficient to demolish the old garage, provide nearby temporary parking, and construct a new garage along with improvements to Station Place.

Therefore, Department has decided to use the concept of Transit-Oriented Development to attempt to supplement the State funds. DOT issued and received responses to a Request for Proposals on garage construction and development for the Stamford Station. These development proposals are intended to provide commuters with a new garage with 100 spaces or more within a reasonable walking distance. They also must provide temporary parking within a reasonable walking distance while the new garage is under construction. A third requirement of the Proposals is to improve the commuter experience by upgrading commuter drop-off, taxi service, bike accommodations, commuter amenities and convenience. Finally, proposals must include Transit Oriented Development. The complete RFP is posted on the CTDOT website at:

<http://www.ct.gov/dot/cwp/view.asp?a=2288&Q=511166&PM=1>.

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Responses to Stakeholder Emails (Continued page 2 of 4)

Several emails assumed that all the parking would be torn down. The Department wants to be very clear: only the Original Garage with 727 spaces is being replaced with new parking. The 2004 addition with 1,190 spaces will remain with a direct walking bridge connection to the Station.

Email Responses

As of January 15, 2013, the Department has received almost 80 emails. Each response below indicates the percentage of the 80 emails that included that particular issue or concern. Many emails addressed more than one concern.

1. **Garage Location – 33% of those who wrote wanted the new garage in the current location or as close as or closer than it is now.**

Response – The RFP allows the developers to replace the garage in its current location. While it does allow the parking to be within 1,320 feet of the station, it also encourages the replacement parking to be as close as possible. The Department believes this is a very important requirement. Remember, the newer portion of the state owned parking garage remains right where it is so the majority of the 1,917 spaces stay right where they are. The Department also has requirements in the RFP to require the Developer to install a new pedestrian bridge to provide a second means of accessing those spaces.

2. **Access from Garage to Station – 16% of stakeholders who wrote to us would like to see access directly from the garage to the station.**

Response – The Department has the same vision. The RFP directs the developers to describe the convenience of the access provided to the commuters, including weather protection. The goal is to provide safe, convenient and weather-protected access to the replacement parking and to replace the original pedestrian bridge from the station to the remaining 1,190 spaces across from the station.

3. **Vehicular Access Improvements – 6% of the emails included a desire for these improvements**

Response – The Request for Proposals includes improvements to vehicular access and egress and circulation within the garage. The RFP also includes criteria for improved vehicular, cyclist and pedestrian circulation on Station Place.

4. **Accessible (ADA) Parking – 5% of the emails want the Handicap Parking closer than the ¼ mile limit**

Response – All ADA compliant parking spaces in the older portion of the garage will be moved to the newer 1,190 space garage before the demolition of the older one. The new garage also will include the required number of ADA compliant parking spaces.

5. **Additional Parking – 5% recommended creating additional parking.**

Response – The RFP requires the developer to replace the 727 space garage with at least 1,000 spaces. So, at a minimum, there will be an additional 273 commuter parking spaces created. The developer may offer more.



Responses to Stakeholder Emails (Continued page 3 of 4)

6. **4 % wanted better continuous communication.**

Response – The CTDOT website now has a link to the Stamford TOD home page at

<http://www.ct.gov/dot/cwp/view.asp?a=2288&q=512286>. Once a developer is chosen and the project begins, there will be open communication to commuters with public meetings, message boards and other forms of communication about the construction, such as where to park and what is coming next

7. **3% wanted disclosure of the (Transit Oriented Development) TOD Process**

Response – This is a new process that differs from the normal design-bid-build process used for construction projects. The Department is trying to leverage property rights the State owns to help finance the project. The garage must be replaced. If the Department were to build a new one in its place, it would displace many commuters for a long construction period. Providing temporary parking close to the station adds to the cost of the project.

By offering the air rights for Transit Oriented Development, we were able to request proposals that require developers to provide convenient temporary parking before removing the old garage. This process of soliciting proposals from developers will not work if developers know their ideas are being shared with other teams. So the Department has to keep proposals confidential during the review process.

The Department did share the Request for Proposals (RFP). That document gives detailed criteria and rules for a long lasting garage, improvements to Station Place and all the commuter conveniences we are expecting. It includes a draft agreement so the public can see the type of oversight and decisions the Department will make. The Department created an Environmental Impact Evaluation of the worst combined potential impacts to publicize the “purpose and need” for the project and all solutions considered. This included a complete public review with ample time for public comments.

8. **3% of the emails posed questions about safety**

Response – The RFP requires a separate volume in the proposal that addresses Safety and convenience during construction and once the project is complete. The developer needs to address weather protection, signage, improvements to traffic flow and grade crossings. Construction of the garage must include open spaces, ample lighting and security features such as glazed elevators and stairways.

8. **3% would like to see improvements to Pedestrian Access, and Taxi and commuter Pick-up/Drop-off areas**

Response – The RFP requires improvements to Station Place. Specifically, Station Place improvements consist of the redesign and reconstruction of Station Place to improve vehicular, cyclist and pedestrian circulation within the footprint of the present Original Garage. The proposed improvements will also be

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10. 2% recommended providing consistent space size and wider travel ways.

Response – These are the criteria for space and aisle geometry from the RFP Parking Geometry-Space Sizes/Aisle Widths: “Parking spaces are to be standard size 8.5’ x18’ throughout the facility/facilities, with the exception of ADA complaint spaces. Aisle widths for two-way traffic are to be a minimum of 24’ in width.” In simple terms, this means wide travel ways and consistent space size.

11. 2% recommended that we do not tear down the 2004 garage.

Response – The 2004 garage will remain where it is. The RFP does require certain improvements such as a new parking and revenue control system, reconnection of a pedestrian bridge or other weather-protected access, and all existing ADA compliant spaces from the 727 space garage will be moved into the 2004 portion that is to remain.

12. 1% wanted better oversight of construction.

Response – The RFP includes a sample contract for the agreement with the developer. That contract prescribes the required DOT oversight over both design and construction of the garage and other improvements. The Department will review designs at all levels.

13. 1% would like the ability to pay with credit cards.

Response – The Department requires a new Parking Access and Revenue Control System (PARCS) and has detailed performance requirements for the PARCS. The PARCS system will allow credit card payment both automatically and at cashier terminals as well as several other payment methods.

14. 1% questioned where they would park during construction.

Response – The developer must provide temporary parking before any spaces are demolished. Therefore, commuters who have a space in the garage now will have a space within acceptable distance throughout demolition and construction. The temporary parking will have similar hours of operation as the permanent parking. The newer portion of the state-owned parking garage across from the station (2004 portion) remains right where it is and open for parking. All ADA accessible spaces in the garage portion to be demolished will be moved over to the 2004 garage portion.

15. 1% wanted the garage to be open 24/7.

Response – Operation of temporary parking and permanent parking for commuters will be 24/7.

16. The remaining 14 percent of emails did not contain issues that fell into a particular category, or the sender expressed a general position for or against the project.